

IN THE SPECIFICATION

Please replace the paragraph [0028] at page 14, with the following rewritten paragraph [0028]:

[0028] The shift lever 72 is disposed near a vehicle-operator's seat of the vehicle, and is manually operable to a selected one of five positions P, R, N, D and M, as shown in Fig. 4. The position P is a parking position in which a power transmitting path in the automatic transmission 16 is cut off, and the output shaft ~~[[24]]~~ 30 is mechanically locked by a mechanical parting mechanism, to inhibit a rotary motion of the output shaft ~~[[24]]~~ 30. The position R is a rear-drive position for rotating the output shaft ~~[[24]]~~ 30 of the automatic transmission 16 in the reverse direction. The position N is a power-transmission cut-off position for cutting off the power transmitting path in the automatic transmission 16. The position D is an automatic forward-drive position permitting an automatic shifting action of the automatic transmission 16 to a selected one of a first-speed position through ~~an eighth-speed,~~ a sixth-speed position. The position M is a manual forward-drive position for changing the number of the speed positions of the automatic transmission 16 available for the automatic shifting action, namely, for selecting the highest-speed position available, to thereby manually shift the automatic transmission 16. The shift lever 72 is operable from the position M to a shift-up position “+” for manually shifting up the automatic transmission 16 or a shift-down position “-” for manually shifting down the automatic transmission 16. The shift-lever position sensor 74 described above detects the presently selected operating position PSH of the shift leer 72.

Please replace the paragraph [0029] at pages 14-15, with the following rewritten paragraph [0029]:

[0029] The hydraulic control unit 98 includes solenoid valves Sol1-Sol5 and linear solenoid valves SL1 and SL2 for controlling the shifting actions of the automatic transmission 16, a linear solenoid valve SL'U for controlling the hydraulic pressure of the lock-up clutch of the torque converter 14, and a linear solenoid valve SLT for controlling the line pressure. The pressurized working fluid is supplied from the hydraulic control unit 98 to the lock-up clutch, and is also used for lubricating the components of the automatic transmission 16. The hydraulic control unit 98 further includes a manual valve connected to the shift lever 72 through a cable or linkage, so that the manual valve is mechanically operated in response to an operation of the shift lever 72, to effect hydraulic switching operations of the hydraulic circuits in the hydraulic control unit 98. When the shift lever 72 is operated to the position D or M, a forward-drive pressure P_D is generated to mechanically establish a forward-drive hydraulic circuit, permitting the automatic transmission 16 to be shifted to a selected one of the first-speed position ("1st") through the ~~eighth-speed~~ sixth-speed position (~~"8th"~~) ("6th") which are the forward-drive positions for forward running of the vehicle. When the shift lever 72 is operated to the position R, a rear-drive hydraulic circuit is mechanically established to establish the rear-drive position "Rev" indicated in Fig. 2. When the shift lever 72 is operated to the position N, a neutral hydraulic circuit is mechanically established to release all of the clutches C and brakes B.